



Inspector's Daily Report

IDR Sheet	1	of	1	Sheets	Final Record Book	Page
Contract			Day		Date	
C-7852			Monday		June 28, 2010	

DIARY - Including but not limited to: a report of the day's operations, time log (if applicable), orders given and received, discussions with contractor, and any applicable statements for the monthly estimate.

I arrived on site around 7:30 am and met with Brad Schut to begin laying out the pre-excavation dowels on the west end of the project from approximate station 1316+00 to 1320+00. We continued the layout from where Brad and Norm Norrish left off from the week before and continued east. Brad and I located 3 to 4 dowels and I drove to the Hyak office and met with Jerry Wood for the Monday morning (9:00am) conference call. The main discussion was that the monitoring equipment was not measuring within WSDOT's specified tolerance. WSDOT and Norm Norrish indicated that there would not be a blast tonight if the survey monitoring equipment was not working properly.

Following the conference call I drove back to the site at approximate station 1334+00 to gather information for the rock outcrop located directly above the proposed 0.25H:1V cut line. I measured all dimensions and structure orientations and ran some preliminary analysis for possible stabilization of the rockmass. I called Steve Lowell and requested him to review my analysis and he indicated that he would take a look at the information and get back to me with additional input.

I again met with Brad Schut on the west end of the project and we finished laying out the pre-excavation dowels from approximate station 1316+00 to 1320+25 on 12.5 foot centers. The excavator operator continued to expose the bedrock to the east and Brad and I will continue laying out the dowels tomorrow.

I met with Gerry Dilly (WSDOT Blasting Consultant) and we walked to the upcoming blast located at approximate station 1337+00 and discussed the blast with Charley Murphy (NW Cascade). As it turns out, the holes were already loaded with stick powder (Magnafrac) but have not been tied together for this evening's blast. Charley indicated that his crew needed 2 hours to tie all the blast holes together to be ready for the planned 8:00 pm blast. Charley stated that if the blast was not permitted by 6:00 pm he would call off the blast himself and guard the site 24/7 until the blast was permitted. Around 5:30 pm, the blast was permitted by WSDOT.

The blast occurred at approximately 8:05 pm. The blast appeared to be successful with little to no rock entering the highway. A moderate amount of rock, including a few large blocks from the crest of the slope, came down during the blast and was contained within the MRB (Figure 1). NW Cascade inspected the area and gave the all clear around 8:10 pm. An excavator tracked upslope to the blast location and moved some hazard blocks that could have failed during the night. Both lanes of the highway were open to traffic around 8:30 pm.

I left the site around 9:00 pm.


Signed

Michael P. Mulhern

Inspector



Figure 1. A photograph following the blast at approximate station 1337+00. Note that most if not all of the rock was contained within the MRB section.